

CPA-2017-002 NMIA Plan Amendments

Presentation to the
Milwaukie City Council
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December 19, 2017

Background

 Project goal: Implement the NMIA Framework Plan and Implementation Strategy









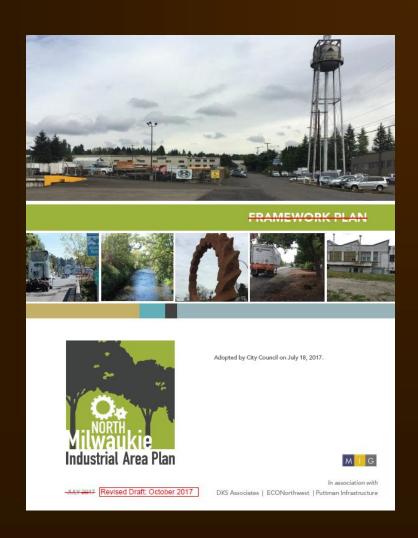


Summary of Plan Amendments

- Changes to the NMIA Plan
 - Inclusion of remaining TSAP items
- Repeal of the Tacoma Station Area Plan (TSAP)
- Updates to the Transportation System Plan (TSP)
 - Where the TSP references the TSAP and/or to reflect the projects identified in the NMIA Plan.
- Updates to the Comprehensive Plan
 - Chapter 4 Land Use Economic Base and Industrial/Commercial Land Use Element
 - Amend the Tacoma Station Area



NMIA Plan Changes



- Simplify document name: NMIA Plan
- Remove Appendices and reference standalone background documents where necessary
- Note repeal of TSAP
- Add Natural Features map and narrative
- Update new Zone names: MUTSA and NME



NMIA Plan Changes



 Transitional Streets: Developing a transitional street design allows for low-cost, interim improvements to address existing network deficiencies



Figure X. Conceptual Cross-Section for Ochoco Street - West of Main Street within existing right-of-way (looking east)



FUTURE STREET NETWORK

Figure 4 shows the future street network and builds on several opportunities that exist in the NMIA. Table 2 summarizes the future street network.

In the interim, streets can be re-channelized between existing curbs to begin the behavior change process as the City anticipates butture roadways built out to the specifications. For example, Dexter Street, Seattle WA (before-after prictures above) include paint to delineate and channelize narrowed travel lanes in addition to bus stop bulb-outs and buffered bilke lanes.

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Collector Streets

role in the NMIA will evolve to serve a variety of land uses. —hoco Street is currently ssified in the Transportation tem Plan (TSP) as part local and t collector (at the McLoughlin ulevard Blvd./99 E. intersection.)

> future design should provide Itimodal access.

· Ochoco Street: Ochoco Street's

e Tacoma Station Area Plan AP) cross section for Ochoco eet (Figures 17 and 18, page) in the TSAP) west and east of Loughlin Boulevard generally shown picts the recommendation this Plan, and requires 10' of X and X. ditional right-of-way to be dicated west of McLoughlin ulevard. The TSAP notes nimum 8' wide sidewalks required along key streets, luding Ochoco Street. Street es should have columnar form prevent trucks from clipping ir drip lines.

The Ochoco corridor is a gateway from the Sellwood neighborhood to the heart of the district.

Johnson Creek is an important feature on the west side of the NMIA.

Figures X and X include conceptual designs developed by ODOT Region 1 in March 2013 as part of the TSAP and were a set of many different concepts considered. This could be considered a solution to Ochoco Street if the configuration shown in Figure 4 is not constructed.

- Insert Figures for conceptual cross-sections:
 - Ochoco Street
 - Main Street
 - Mailwell Drive
 - Stubb Street
 - 40' and 60' local streets
- Insert ODOT concept for Ochoco Street
- Insert proposed Main Street alignments



Ochoco Concept

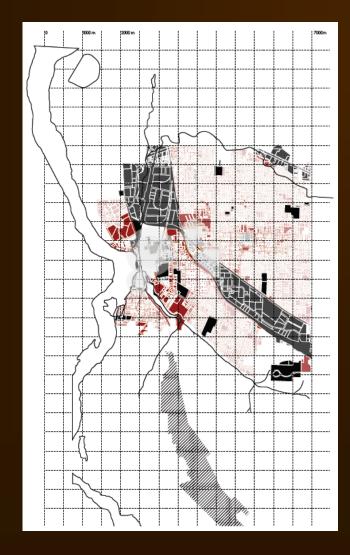


Main Street alignment





NMIA Plan Changes

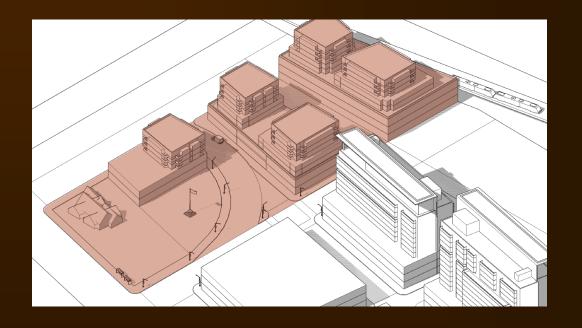


- Add Site Design Elements narrative and example images
- Add project detail to Non-Motorized Street Network and Improvements #12: Include a stairway from the Springwater Corridor to McLoughlin Blvd on the west side
- Additional language refinements throughout the document



Transportation System Plan Amendments

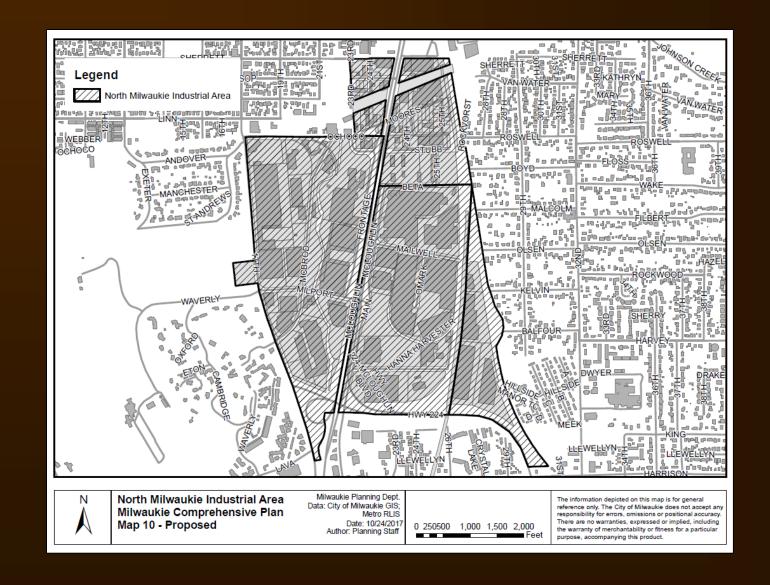
- Includes identified NMIA projects in the TSP
- Reconciles TSAP with NMIA in the tables and narrative





Comprehensive Plan Amendments

- New Objective #17
 - North MilwaukieIndustrial Area
 - This new objective adopts and implements the NMIA Plan
- New Map 10 –
 North Milwaukie
 Industrial Area





Summary of Code Amendments

- Reduce the total number of zones in the NMIA from 5 to
 - Combine the Manufacturing Zone and Tacoma Station Area Overlay Zone Subarea 4 areas into a new North Milwaukie Employment Zone (NME)
 - Combine Tacoma Station Area Overlay Zone Subareas 1-3 into a single new Tacoma Station Area Mixed-Use Zone (MUTSA)
- Delete the Tacoma Station Area Overlay Zone
- Propose code language that is organized in a way that is more consistent with the Commercial Mixed-Use Zones

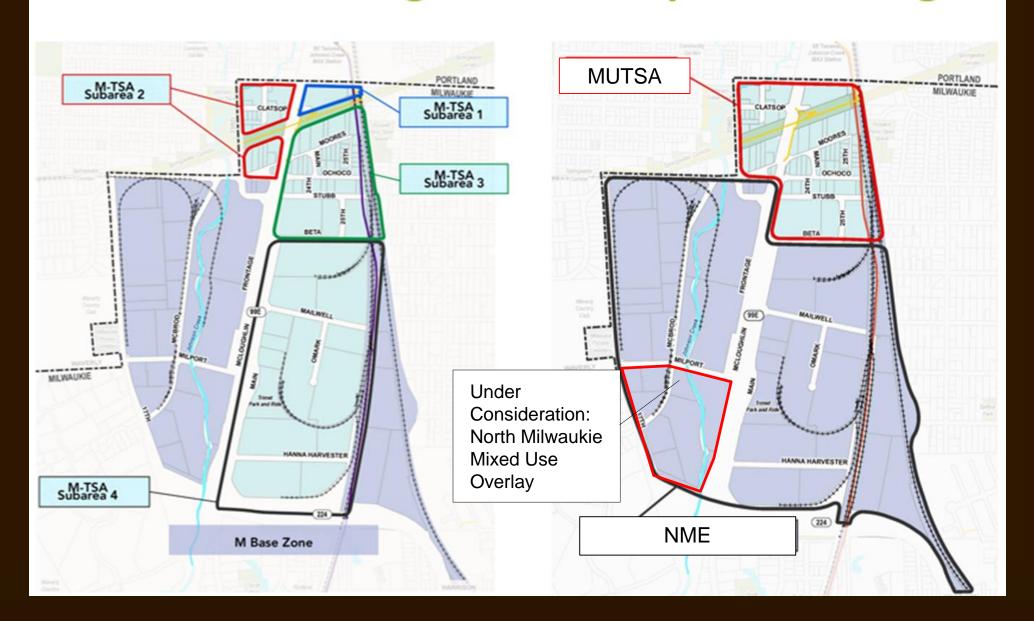
Code Amendments – Design Questions

- Key streets
- Setbacks
 - Parking in the front yard?
- Minimum landscaping
- Building design standards
- Applicability of requirements
 - Thresholds; redevelopment triggers

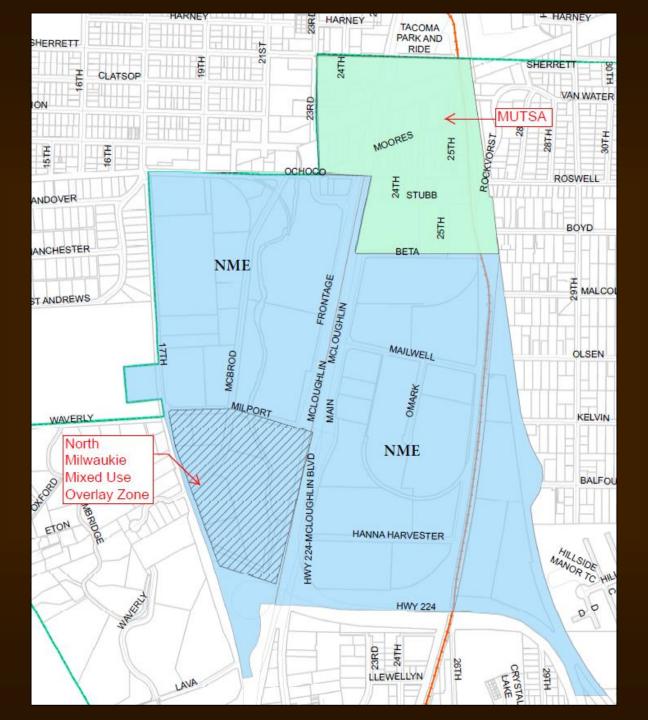


Current Zoning

Proposed Zoning









Process to Date and Next Steps

- 10/10: PC worksession #1
- 10/24: PC worksession #2
- 11/13: DLC worksession #1
- 11/28: PC hearing #1 plan amendments
- 12/4: DLC worksession #2
- 12/12: PC hearing #2 zoning code amendments
- 12/19: Council work session #1
- 1/9: PC hearing #3 vote
- 1/16: Council work session #2
- 2/6: Council hearing #1
- 2/20: Council hearing #2
- 3/6: Council hearing #3

